SOMMELSDYK - HOLLAND

Odense Staalskibsvaerft.

Yard No. 79

m/s. "Sommelsdyk"

Profile & Decks

as built.

Cpn. Rpt. No. 11015.

001042-004048-0141

YARD Nº 79-80 – PROFILE AND DECKPLANS – SCALE 1:100.

SKYLIGHT
FUNNEL
WHEELHOUSE
DECKHOUSE
DECKHOUSE AND CASING
UPPERDECK
FORECASTLEDECK
BRIDGEDECK
MOTOR CASING
OBS! TUBULAR PILLARS IN LINE WITH HATCHCOAMING.
GIRDERS AND HATCHCORNERS UPPERDECK
GIRDERS AND HATCHCORNERS 2ND AND 3RD DECK
2ND DECK
3RD DECK
MOTOR ROOM
TOP OF TUNNEL AND OILTANK AFT
TANKTOP

DIMENSIONS.

LENGTH BETWEEN P.P	465'-0" =	141.729 MTR.
BREADTH MOULDED	62'-0" =	18.897 "
DEPTH MOULDED TO UPPERDECK	40'-6" =	12.344 "
DEPTH MOULDED TO 2ND DECK	32'-6" =	9.905 "
3RD DECK BELOW 2ND DECK	10'-0" =	3.048 "
HEIGHT OF FORECASTLE	7'-6" =	2.286 "

LLOYD'S CLASS ✠ 100. A. 1.

TYPE: FULL SCANTLING VESSEL.

ALL BULBANGLES ARE BASED ON 1924 STANDARDS

NUMERALS.

D.	=	32.5 + 8.0	=	40.5
L × D	=	465 × 40.5	=	18833
L × (B + D)	=	465 × (62 + 40.5)	=	47662
L/D	=	465/40.5	=	11.48

ODENSE STAALSKIBSVÆRFT
A.P. MØLLER
PROJEKT NR. TEGNING NR. 79/80
1:100 MK
28-6-37
PROFILE AND DECKPLANS

CORRECTED BY LLOYD'S APPROVED PLAN ~~11-7-37 AG.~~
~~29-7-37 MK~~
11-9-37 MK
(WITHOUT OWNERS EXTRA)

Odense Staalskibsværft.

Yard No. 79.

m/s "Sommelsdyk"

Midship Section

as built.

Gen. Rpt. No. 11015.

004042-004048-0140

YARD N 79-80 – MIDSHIP SECTION – SCALE 1:25.

SECTION AFT
UPPERDECK
2ND DECK
3RD DECK
FUEL OIL TANK
SECTION FORWARD
3RD DECK HATCHWAYS
UPPERDECK HATCHWAYS
2ND DECK HATCHWAYS
INTERCOSTAL GIRDERS IN DOUBLE BOTTOM
HOLDS
FORW. 3/5 L
MARGIN PLATE AMIDS.
CENTREGIRDER
AFTERMATH
BEAM CAMBER IN 18898 M/M 75 M/M
A. AB. 2400 M/M
B. AB. 2100 M/M
C. AB. 2100 M/M
D. AB. 2300 M/M
2925
4960
AIRHOLES
65 M/M CEILING ON 50 M/M × 75 M/M

DIMENSIONS.

LENGTH OVERALL	492'-3"	= 150.035 MTR
LENGTH BETW PP (FROM FOR SIDE OF STEM TO AFTERSIDE OF STERNFRAME ON LOAD WL)	465'-0"	= 141.729 "
BREADTH MOULDED	62'-0"	= 18.898 "
DEPTH MOULDED TO UPPERDECK	40'-6"	= 12.344 "
DEPTH MOULDED TO 2ND DECK	32'-6"	= 9.905 "

3RD DECK 10'-0" = 3.048 MTR BELOW 2ND DECK

HEIGHT OF FORECASTLE 7'-6" = 2.286 MTR.

LLOYD'S CLASS ✠ 100. A. 1.

TYPE: FULL SCANTLING VESSEL

ALL BULBANGLES ARE BASED ON 1924 STANDARD'S

d. 30'-11 5/4"

NUMERALS.

D	=	32.5 + 8.0	= 40.5
L × D	=	465 × 40.5	= 18833
L × (B + D)	=	465 × (62 + 40.5)	= 47662
L/D	=	465/40.5	= 11.48

EQUIPMENT No EN

L × (B + D)	=	465 × (62 + 40.5)	= 47662
FORECASTLE	=	32.8 × 7.5 × .75	= 184
BRIGDE	=	85 × 8.5 × .75	= 542
DECKHOUSE AFT	=	27.5 × 8.0 × .50	= 110
" MIDSHIP	=	66.7 × 8.75 × .50	= 292
" MIDSHIP	=	75 × 8.25 × .50	= 309
		EN	= 49099

EQUIPMEMT LETTER e+

1 BOWER ANCHOR STOCKLESS 85½ CWTS
1 " " " 85½ "
1 " " " 73½ "
} COLL WEIGHT 244½ CWTS.
1 STREAM " EXCL. STOCK 25 "
300 FMS. 2 9/16" STUD CHAIN CABLES 989 CWTS.
120 " 1 6/16" CHAIN OR 4¾" STEELWIRE (6 × 24 SPEC. FLEX)
130 " 5½" STEELWIRE (6 × 24 SPEC. FLEX) TOWLINE
2 × 100 FMS. 2¾" " " (6 × 12 FLEX) OR 8" HEMP FOR HAWSERS
2 × 100 " 2¾" " " (6 × 12 ") OR 8" " " WARPS

RIVETING.

SIDEFRAMES TO SHELL 6 DIAS. – 7 DIAS. WHERE 685 M/M FRAMESPACING 5½ DIAS IN PANTING AREA
" " " IN PEAKS DEEPTANKS AND TUNNELTANKS 5½ DIAS.

BOTTOM FRAMES TO SHELL 6½ DIAS.
" " " " FORWD. ½L. 5½ "
FRAMES TO FLOORS 7 "
" " " IN AFTERPEAK 5 "
" " " FORWD. ½L. 5½ "

DOUBLE BOTTOM.

ENDLAPS OF CENTREGIRDER 4 DIAS.
" " MARGINPLATE 4 "
" " TANKTOP CENTRE STR. 4 "
" " TANKTOP PLATING 4 "
SEAMS " " " 4 "

UPPERDECK.

ENDLAPS OF STRINGERPLATES 4 DIAS. WHERE QUAD. RIV. 3½ D. WHERE TREB. RIV.
" " DECKPLATING 4 "
SEAMS 4½ "
STRINGERANGLES 4½ DIAS. – 5 DIAS IN 150 × 150 ∡ – 6 DIAS. IN 130 × 130 ∡ EACH ROW
BEAMS 7 DIAS. (6 DIAS AT DEEP TANKS, PEAKS & W.T. FLATS.)

2ND AND 3RD DECK.

ENDLAPS OF STRINGERPL. 3½ DIAS.
" " DECKPLATING 4 "
SEAMS 4½ "
ANGLE BETWEEN FRAMES 6 – 22 M/M RIV. TO SHELL 6 – 19 M/M RIV. TO DECK.
BEAMS 7 DIAS. (6 DIAS AT DEEPTANKS, PEAKS & W.T. FLATS.)

SCANTLINGS.

FRAMESPACING 840 M/M FORW. 3/5 L. 685 M/M IN PEAKS 610 M/M

FRAMES IN PEAKS	~~250 × 90 × 11 [~~ 10 × 3½ × .42	
" 14 – 56 IN TUNNELREC. & OILTANK AFT.	300 × 90 × 13.5 [	
" 14 – ~~56~~ 57 AB. " " " " " TO 3RD D'K	280 × 90 × 12 [11 × 3½ × .48	
" 59 – 75 TANKTOP TO 3RD DECK (DEEPTANKS)	300 × 90 × 15 [12 × 3½ × .57	
" 77 – 100 " " TOP OF FUEL OIL TANKS (3 D'K)	280 × 90 × 13.5 [11 × 3½ × .54	(MOTORROOM)
~~" 77 – 79 & 98 – 100 " 2ND DECK CLEAR OF OIL TANKS~~	~~380 × 100 × 14.5 [~~	
" 102 – 118 TANKTOP TO 3RD D'K (DEEPTANKS)	300 × 90 × 15 [12 × 3½ × .56	
" 120 – 143 " " 3RD "	280 × 90 × 13.5 [11 × 3½ × .54	
" 145 – 149 " " 3RD "	280 × 90 × 12 [11 × 3½ × .48	
" 150 – 166 " " 3RD "	~~380 × 100 × 17 [~~ 13½" × 4" × .48"	

FRAMES ÷ 4 TO 12 FROM 3RD DECK TO UPPERD'K	250 × 90 × 11 [10 × 3½ × .42	REV. FR. 4" × 3½" × .50" & FROM 3RD D. TO 2ND D ALTERN. FR.
" 14 – 57 " 3RD " " " "	~~250 × 90 × 15 [~~ 11" × 3½" × .48 [	EVERY FRAME
DEEP TANK " 59 – 75 " 3RD " " " "	280 × 90 × 12 [11 × 3½ × .48	
" 77 – 100 " TOP OF FUEL OILTANKS (3 D'K) " "	250 × 90 × 11 [10 × 3½ × .42	
" 102 – 166 " 3RD " " " "	~~250 × 90 × 15 [~~ 11" × 3½" × .48 [	
" ~~167~~ 163 STEM " 3RD " " " AND FCLE. ALTERNLY	250 × 90 × 11 [10 × 3½ × .42	

INTERMEDIATE FR. IN FCLE. 200 × 75 × 10.5 ∡
OR ~~165 × 75 × 9.5 [~~ 7" × 3" × .34 [

STEM 290 × 70
STERNFRAMES 280 × 90
TRANSOMPLATES 1675 × 14

DOUBLE BOTTOM.

	½ L. AMIDS	AT ENDS	MOTORSPACE	REMARKS.
CENTREGIRDER	1230 × 14.5	12.5	14.5	
MARGINPLATE	1105 × 14.5	14.5	14.5	
FLOORS	11.5	11.5	11.5	TANKDIVISION 13.5 STIFF. 130 × 75 × 12.5 & SPACE
SIDEGIRDERS	10.5	10.5	11.5	
TANKTOP MIDDLE LINE STR.	1660 × 14.5	17	14.5	
TANKTOP PLATING	12.5	11	14.5	
ANGLES CONG CENTREG. TO PLATEKEEL	130 × 130 × 14.5	130 × 130 × 13	130 × 130 × 14.5	DOUB FOR ½ L.
" " " TANKTOP	90 × 90 × 13	90 × 90 × 12	90 × 90 × 13	" " ¼ L.
" " MARGINPL. – SHELL	90 × 90 × 14.5	90 × 90 × 14.5	90 × 90 × 14.5	
FRAMES ON FLOORS	90 × 90 × 12.5	90 × 90 × 12.5	90 × 90 × 12.5	DOUB. FORW ½ L.
REVERSE FRAMES ON FLOORS	90 × 90 × 12.5	90 × 75 × 12.5	90 × 75 × 12.5	DOUB IN MOTORSPACE & UNDER THRUST.
VERT. ANGL. ON CENTREGIRDER	90 × 90 × 12.5	90 × 90 × 12.5	90 × 90 × 12.5	" " "
" " " MARGINPLATE	150 × 150 × 12.5	150 × 150 × 12.5		150 × 90 INSIDE FR. 145 TO 167. 150 × 150 × 12.5
" " " SIDEGIRDERS	75 × 75 × 11			
FRAMES ON OPEN FLOORS 8 × 3½ × .48	~~200 × 90 × 13 [~~	~~200 × 90 × 13 [~~		
REV. FR. " " " 8 × 3 × .42	~~200 × 75 × 11.5 [~~	~~200 × 75 × 11.5 [~~		
STIFFENERS 8 × 3 × .42	~~200 × 75 × 11.5 [~~	~~200 × 75 × 11.5 [~~		

SOLID FLOORS FITTED ON EVERY 3RD FRAME
" " " " " EVERY FRAME UNDER MOTORSPACE, THRUST SEATING
AND FORW. 3/5 L. AMIDSHIP

FLAT PLATEKEEL 1600 × 24
FOR 3/5 L AMIDS TO 21.5 AT ENDS

BOTTOM SHELL TO UPPERTURN OF BILGE 19 M/M FOR ½ L AMIDS. TO 13.5 M/M AT ENDS
STRAKE A. B AND C. 21 M/M FROM ½ L. FORWARD RULE POSN OF COLLISION BHD

CORRECTED BY LLOYD'S APPROVED PLAN d. ~~10-7-37~~ ~~22-7-37~~ 11-9-37
(WITHOUT OWNERS EXTRA)
CORRECTED BY SHIPPING INSP. APPR. PLAN. 12-10-38 MK.

79/80
4.
1:25
MK.
22-6-37
MIDSHIP SECTION

004042

YARD No.s 79 AND 80. RUDDER AND STERNFRAME.

SCALES: 1:1, 1:5, 1:15 AND 1:10.

AREA OF RUDDER ABAFT CENTERLINE OF PINTLES: A = 17.6 SQUARE METRES.

100 × A × D = 2945. SPEED OF VESSEL: 17 NAUTICAL MILES PER HOUR.

RUDDER ANGLE 35.°

MATERIAL:

RUDDER CASTINGS, STERNFRAME AND STUFFING BOX TO BE MADE OF CAST STEEL.

RUDDER SHAFT, PINTLES AND BOLTS OF MILD STEEL

BUSHES ON PINTLES OF 6% NICKLE STEEL, BUSHES IN GUDGEONS OF 13% MANGANESE STEEL.

BUSH IN STUFFING BOX OF BRONZE.

BRITISH LLOYD'S TEST. CERTIFICATE TO BE DELIVERED.

RUDDER CASTINGS TO BE MACHINED BEFORE PLATING IS FITTED.

COUPLING AND TOP PINTLE
UPPER FLANGE OF COUPLING
PLAN WIEW. SCALE 1:10.
40·30 m/m KEY EXACTLY FITTED.
SECTION E-E.
SCALE 1:10.
LOWER PINTLE
DETAIL G
WEB No 1
UPPER RUDDER CASTING
WEB No 3
SECTION D-D
WEB No 2
WEB No 4 & 5
LOWER RUDDER CASTING
SECTION A-A
SECTION B-B
SECTION C-C
SECTION IN CENTERLINE OF RUDDERSHAFT AND PINTLES
RUDDER CARRIER
"C"-DECK.
D=420
D=400.
D=395
SMOOTH TURNED
ROUGH TURNED
ABT. 1300
DRAIN PLUG
STUFFING BOX
BASELINE.
CASTING FOR STUFFING BOX
STUFFING BOX
UPPER GUDGEON
MANGANESE STEEL BUSH
LOWER GUDGEON
DETAIL H
DETAIL E
DETAIL F
DETAIL C
DETAIL D

Odense Staalskibsværft ved A. P. Møller
Odense.
Yard No. 79/80

Sternframe & Rudder

Plan to be submitted

Support to deck in way of Carrier to Surveyors satisfaction

all corners of Castings to be well rounded.

ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER

10/9 37

20/9/37

79-80.

9

1:1, 1:5, 1:10 & 1:15

10-9-37.

STERNFRAME AND RUDDER.

9

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